

SECTION V

It is sometimes necessary to look at driver control and traffic safety from a systems perspective. Far from operating in a vacuum, departmental actions and programs frequently impact the traffic court system as well as the California Highway Patrol, among others. The Department's effectiveness, in turn, is critically related to the cooperation and interaction between these various arms of the government.

When the activities of more than one of the agencies involved in regulation of deviant drivers are considered from a systems perspective, valuable information may be generated to provide a framework for improved coordination and progress toward a common set of goals and objectives. Only by taking a broad systems approach to the management and control of accident risk can safety resources be allocated in an optimum manner.

TITLE: Conviction Rate for a Sample of Citations Issued by the California Highway Patrol

AUTHOR(S): California Department
of Motor Vehicles

DATE: December 1969

REPORT NUMBER: Unnumbered

FUNDING SOURCE: Departmental Budget

NTIS NUMBER: None

PROJECT OBJECTIVE:

To gain information on the composition and disposition of citations issued by the California Highway Patrol for violations of California's road laws.

SUMMARY:

A sample of 8,834 citations issued by the California Highway Patrol was collected to determine the proportion of matching court convictions that reached the Department of Motor Vehicles' driver record file. Data on several factors related to conviction status were reviewed and associated limitations on the interpretation of results are discussed in the report. It was found that the conviction rate for violations was about 85% when Failures-to-Appear (roughly 4% of the citations located in the driver record file) were removed. The highest rate of conviction relative to citations (85.7%) was exhibited by drivers 60-85 years old, and the lowest rate (77.5%) was exhibited by drivers under 18 years old. Less than 1% overall of the first convictions listed on the abstract were for a violation different from that originally cited. Six percent of the drunken driving arrests were changed to reckless driving, and 84% of the remaining drunken drivers were convicted. Over 90% of all sentences consisted of fines. The average amount of fine for all violations was \$24.98; fines for convictions with one violation (80%) averaged \$22.48 and, with two violations averaged \$35.56.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

None; descriptive statistics only.

SUPPLEMENTARY INFORMATION:

None available.

TITLE: An Optimum System for Traffic Enforcement/Driver Control—Volumes I through III

AUTHOR(S): Roy Finkelstein &
John McGuire,
Sociosystems, GTE - Sylvania,
Inc. under contract to DMV

DATE: October 1971

REPORT NUMBER: Unnumbered

FUNDING SOURCE: Office of Traffic Safety
& NHTSA

NTIS NUMBER: PB-217952 (Part I)
PB-217953 (Part II)
PB-217954 (Part III)

PROJECT OBJECTIVE:

This study was conducted in response to a 1968 Senate Resolution (SR 160) which directed the California Department of Motor Vehicles to make an in-depth study of functions performed by state traffic enforcement/driver control agencies.

SUMMARY:

The major recommendation of the four-volume report is that administrative changes should be effected to achieve a more coordinated approach to the traffic safety problem. The main findings and methods of the study are contained in Volume I. Specific recommendations are made for improved driver licensing procedures, post-licensing control activities, better use of driver records and more effective allocation of traffic officers. A more unified approach to penalizing and treating the negligent operator, drunk driver, and other problem drivers is also recommended in the report. Another significant finding of the study was that most suspended/revoked drivers continued to drive and were usually not prosecuted for driving while suspended, even when cited for moving violations. Much of this problem was due to failure or inability of many courts to verify the subject's driving status and driving record prior to adjudication. Another frequent problem was court dismissal of prior drunk driving charges, and other practices which prevented DMV from exercising its revocation authority. The report recommends that an agency be designated to centralize planning and coordination of traffic safety programs, as well as to develop and evaluate more effective accident countermeasures.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

A total of 82 recommendations were made by the consultant. The state's position and the implementation status of the recommendations were summarized in a separate volume (see following report summary). A number of recommendations were implemented, but the majority were not. One of the major recommendations of the study—to consider administrative adjudication of traffic infractions—was implemented in the form of a Senate resolution (Senate Concurrent Resolution 46, 1975). Legislation was passed in 1978 (Assembly Bill 1068, Fazio) establishing an administrative adjudication pilot program in several counties.

SUPPLEMENTARY INFORMATION:

None available.

TITLE: An Optimum System for Traffic Enforcement/Driver Control—Volume IV:
The Evaluation of the Recommendations Made by the Consulting Firm

AUTHOR(S): California Department
of Motor Vehicles

DATE: December 1972

REPORT NUMBER: Unnumbered

FUNDING SOURCE: Departmental Budget

NTIS NUMBER: PB-219807

PROJECT OBJECTIVE:

To provide background information regarding the Sylvania study (preceding page), and to identify areas of concern to management and resultant actions taken; to present a matrix of the major study recommendations with the involved departments' stands and status on each. (Departments: OTS - Office of Traffic Safety, DMV - Department of Motor Vehicles, AOC - Administrative Office of the Courts, Judicial Council, and CHP - California Highway Patrol.)

SUMMARY:

In the judgment of the steering committee, while most of the study tasks were completed satisfactorily, some of the tasks were not developed to the extent required in the contract work plan and a few of the more specialized technical tasks did not meet minimum performance standards. Additionally, the contractor failed to develop adequate cost/benefit data, which made it difficult and sometimes impossible to assess the feasibility of improvement recommendations.

This report notes that the three-volume set of final project reports submitted by the contractor did not provide a complete and comprehensive listing of all the recommendations in one document. The volume titled "Summary of Findings and Recommendations" was intended to provide such a comprehensive listing; however, upon detailed review, it was determined that many statements of recommendations were not brought forward from the Volume I report. Only major "systems-type" recommendations appear in the summary.

Several recommendations made by the contractor were multifaceted, involving action by more than one department or agency. Several other recommendations involved changes within both the executive and judicial branches of State Government. Evaluating recommendations of this nature, which is difficult under even the most favorable circumstances, was complicated by the absence of cost data and a specific implementation plan. Overall, 82 recommendations were made; the majority of departments affected either "agreed" or "mostly agreed" with 60 of them.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

Several study recommendations were implemented but the majority have not been as of this writing. One of the major recommendations of the study—to consider administrative adjudication of traffic infractions—was implemented in the form of a Senate resolution (Senate Concurrent Resolution 46, 1975). Legislation was passed in 1978 (Assembly Bill 1068, Fazio) establishing an administrative adjudication pilot program in several counties.

SUPPLEMENTARY INFORMATION:

None available.

TITLE: Comprehensive Long Range Plan

AUTHOR(S): California Department
of Motor Vehicles

DATE: Revised January 1976

REPORT NUMBER: Unnumbered

FUNDING SOURCE: Departmental Budget

NTIS NUMBER: None

PROJECT OBJECTIVE:

To summarize the department's plans for improving its effectiveness and service to the public, using a management-by-objectives (MBO) approach and moving beyond the two-year budget cycle in planning.

SUMMARY:

The complex, rapidly changing environment in which the Department operates encourages the development and implementation of a systematic process to plan for change. The long-range planning process has coupled forecasting information with high-level departmental task forces in the development of recommendations designed to deal with current and future issues that are vital to the department.

The Comprehensive Long Range Plan is organized in three parts to facilitate addition of information and updating of the contents. Section I includes background information on long-range planning, a description of how it should be accomplished, and data relevant to anticipating future conditions which concern the department. The chapters in Section II reflect program issues, including vehicle operator safety, revenue collection, and consumer and property protection. The chapters in Section III reflect issues in support of the department's role, including management philosophy, personnel, level of service, management information systems, program planning and evaluation, and facilities planning. The report notes that the extent to which management is able to deal effectively with these and other issues will determine in large part how effective the Department will be in its future activities. Only the chapter on vehicle operator safety involved members of the Research and Development Section staff.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

The Department obtained a federal grant (OTS) to further develop the vehicle operator safety component of the plan. Reports of the activity were published by the Division of Drivers Licenses in January, 1975, and January, 1976, with a final report in August 1977 (Long Range Planning - Vehicle Operator Safety, Volumes I and II).

SUPPLEMENTARY INFORMATION:

The MBO planning model and the specific contents of this plan were not used by subsequent administrations. In essence, the plan was replaced by other planning models.

TITLE: Administrative Adjudication of Traffic Offenses in California: A Feasibility Study

AUTHOR(S): California Department
of Motor Vehicles

DATE: April 1976

REPORT NUMBER: Unnumbered

FUNDING SOURCE: Departmental Budget
and Office of Traffic
Safety

NTIS NUMBER: None

PROJECT OBJECTIVE:

To comply with Senate Concurrent Resolution 40 (1975 Resolution Chapter 86), which mandated a feasibility study of administrative adjudication of traffic infractions.

SUMMARY:

After study and analysis, it was concluded that the system appears legally and economically feasible. The report notes that the public's attitude seems positive, and reduced workload for the courts would benefit both their scheduling and personnel. Also, uniform sanction schedules would eliminate disparities now existing between various districts. Driver records would be better maintained and used consistently in determination of penalties; this improved updating would benefit post-licensing control programs and hence traffic safety.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

The Legislature established an independent traffic adjudication board (TAB) and a demonstration project. An 18-month implementation followed by a two-year pilot project was begun in January, 1979. TAB was subsequently discontinued by the Legislature.

SUPPLEMENTARY INFORMATION:

None available.

TITLE: Driving Record and Recidivism Following the Purging of Driver Control Action Files

AUTHOR(S): David W. Carpenter

DATE: June 1976

FUNDING SOURCE: Departmental Budget

REPORT NUMBER: 56

NTIS NUMBER: PB-267757/AS

PROJECT OBJECTIVE:

To evaluate adequacy of the department's driver action purge policies by analyzing the subsequent driving record of subjects whose files had been previously purged.

SUMMARY:

This report points out that the Department destroys legal files and action histories that are inactive. Legal files and action histories usually indicate a deviant driving record or some condition affecting a driver's ability to drive safely. The criteria (e.g., length of inactivity, type of file, etc.) for determining purgeability have varied over the years, generally becoming more liberal. Consequently, the Department destroyed files in 1976 after a much shorter interval of inactivity than it did in earlier years. The criteria for purgeability were largely intuitive and were also dictated by practical limitations on the amount of information that can be economically retained.

The study described in this report analyzed samples of files that were purged in the mid-1960's of 1959-61 data. The post-purge driving records and DMV action histories were tabulated to determine recidivism and accidents. Drivers with legal files and action histories were compared to a sample of renewal applicants to determine if driving records of the former group deviated from those of an average sample of California drivers. An analysis of subsequent driving records showed that "legal-file" drivers had somewhat higher rates of accidents and convictions than were found for the renewal applicants. The legal-file drivers also had a higher rate of subsequent departmental actions than the average for California drivers. As expected, the legal-file sample had substantially improved subsequent driving records, compared to their own prior records.

It was concluded that the subsequent driving records of the legal-file (purged) group were not deviant enough to necessitate more stringent purge criteria. However, the report points out that trends toward higher-than-average recidivism indicated that then-current purge criteria should not be relaxed.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

This report was used in the process of making changes in the Department's purge criteria.

SUPPLEMENTARY INFORMATION:

None available.

TITLE: Elderly Driver Interventions

AUTHOR(S): Raymond C. Peck

DATE: 1989

FUNDING SOURCE: National Highway Traffic
Safety Administration

REPORT NUMBER: Unnumbered

NTIS NUMBER: None

PROJECT OBJECTIVE:

To present a discussion paper for facilitating the development of techniques for identifying and remediating high risk older drivers.

SUMMARY:

The paper presents a model for identifying older drivers in need of remediation and additional license controls.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

Certain aspects of the model have been incorporated into subsequent research and nationally funded projects.

SUPPLEMENTARY INFORMATION:

This paper was presented at a Conference in Bethesda, MD. The paper and participant conclusions are summarized in *Conference on Research and Development Needed to Improve Safety and Mobility of Older Drivers*, NHTSA, 1989, pp. 81-86.

TITLE: Development of a California DUI Management Information System

AUTHOR(S): Clifford J. Helander

DATE: September 1989

FUNDING SOURCE: Office of Traffic Safety and
National Highway Traffic
Safety Administration
(NHTSA)

REPORT NUMBER: 121

NTIS NUMBER: PB90-196825

PROJECT OBJECTIVE:

To develop the design specifications for a comprehensive California DUI management information system.

SUMMARY:

In cooperation with an advisory committee of representatives from all components of the DUI Control System, the conceptual design specifications for a comprehensive California DUI Management Information System (DUI-MIS) were developed. DUI-MIS system and subsystem goals and objectives were identified, and measures of system performance, detailed specifications, and report formats were developed and are described here. The report notes that the management information system is designed to provide "state of the system" feedback to the Legislature, law enforcement, prosecutors, the courts, and other DUI system operatives. The advisory committee also developed general recommendations for DUI system improvements, which are listed in the report.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

The establishment of the type of DUI-MIS developed by the project was legislatively mandated by AB 757 (Friedman), effective 1/1/90.

SUPPLEMENTARY INFORMATION:

The first annual report of the California DUI Management Information System was published in January 1992. That report, and the series of reports published each year thereafter, have received widespread acclaim and acceptance, and the DUI-MIS has served as a model in NHTSA's development of a national model DUI data reporting system.

TITLE: Administrative Per Se (APS) Set Aside Process Analysis

AUTHOR(S): Patrice N. Rogers

DATE: July 1998

FUNDING SOURCE: Departmental Budget

REPORT NUMBER: Internal
management report
NTIS NUMBER: None

PROJECT OBJECTIVE:

To evaluate the adequacy of departmental policies, police and forensic laboratory reporting regarding APS license suspension actions. To identify the causes of a persistent increase in the set aside rate of administrative license suspensions issued in conjunction with DUI arrests and zero-tolerance detentions.

SUMMARY:

Various APS process measures obtained for the first seven years of the law are graphed and discussed. These measures show consistent problematic increases in the proportion of APS cases set aside either with or without a hearing. A content analysis of case files was performed on randomly selected samples representing 1.5% of nonstayed APS actions and 1.2% of stayed APS actions set aside in the first half of 1997 to assess the reasons for the increasing set aside rate.

Primary reasons identified for the actions being set aside were:

- Blood and urine tested BAC levels obtained from lab reports that were below the 0.08% limit.
- Departmental errors made during either the administrative review or hearing process.
- Police reporting deficiencies.
- Forensic laboratory reporting deficiencies.

Subsequent DUI court convictions for driving with a BAC of 0.08% or greater (§23152(b) VC) were found for 12% of the nonstayed APS cases and 20% of the stayed APS cases resulting from the same arrest for which the APS action was set aside. This is cited as further evidence of defects in the APS system since the court is held to a higher standard of proof to obtain a conviction than is the department in securing its civil action. Other intra-agency problems, such as, hearing backlogs and inadequate staff training, are also identified as contributing to the increasing set aside rate.

Recommendations for policy improvements and improved communication with forensic labs and law enforcement agencies are offered.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

The Driver Safety and Research and Development Branches are jointly developing a management information tracking system to facilitate the ongoing monitoring of the set aside trends and other Driver Safety Branch operations.

SUPPLEMENTARY INFORMATION:

None

TITLE: Administrative Per Se (APS) Set Aside Process Analysis

AUTHOR(S): Patrice Rogers

DATE: July 1998

FUNDING SOURCE: Departmental Budget

REPORT NUMBER: 175

NTIS NUMBER: None

PROJECT OBJECTIVE:

To evaluate the adequacy of departmental policies, police and forensic laboratory reporting regarding APS license suspension actions. To identify the causes of a persistent increase in the set aside rate of administrative license suspensions issued in conjunction with DUI arrests and zero-tolerance detentions.

SUMMARY:

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Recommendations for policy improvements and improved communication with forensic labs and law enforcement agencies are offered.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

The Driver Safety and Research and Development Branches formed a joint management task force that developed improved tracking measures and management reporting tools.

Several departmental operations were improved after problem areas were identified in this report. Improvements include reducing the number of days allowed in which to grant a hearing request from 30 days following arrest to the 10 days allowed

by statute, and rescinding the liberal stay policy to bring it into conformance with the law.

SUPPLEMENTARY INFORMATION:

Findings and Recommendations were presented at Driver Safety Hearing Officer Conferences held in Sacramento and Irvine, March 1998.

Published two management information system reports to facilitate the ongoing monitoring of the set aside trends and other Driver Safety Branch and law enforcement operations pertaining to the APS program. See Rogers, 2002 (Report #193) *Department of Motor Vehicles Post-Licensing control Management Information System Fiscal Year 2000/2001: Administrative Per Se (APS)* and Rogers, 2004 (Report #208) *Department of Motor Vehicles Post-Licensing control Management Information System Fiscal Year 2002/2003: Administrative Per Se (APS)*.

Summaries of administrative per se actions are published each fiscal-year and calendar-year as "Administrative Per Se Facts, California." These fact sheets date back to July 1990.

TITLE: DUI Countermeasures in California: What Works and What Doesn't, With Recommendations for Legislative Reform

AUTHOR(S): Clifford J. Helander

DATE: September 2002

FUNDING SOURCE: Departmental Budget

REPORT NUMBER: 197

NTIS NUMBER: PB2003-104177

PROJECT OBJECTIVE:

In response to recent increases in driving-under-the-influence (DUI) crashes and fatalities in California, after years of decline, the California legislature (Senate Bill 776, Torlakson, 2001) mandated a review of scientific evidence on effective DUI countermeasures.

SUMMARY:

As shown in this review, the following driver-based countermeasures have proven significantly effective in reducing alcohol-impaired driving: minimum drinking age laws, per se BAC laws, administrative per se license action laws, "Zero-tolerance" laws for youth, other licensing actions including restriction and probation, alcohol treatment, server intervention programs, house arrest in lieu of jail, lower per se BAC for repeat offenders, sobriety checkpoints, and public information and education. Effective vehicle-based countermeasures include vehicle impoundment, vehicle immobilization, and ignition interlock, while other countermeasures impacting alcohol-impaired driving include seat belts, graduated driver licensing, and alcoholic beverage control. Traditional DUI sanctions of fines and jail are shown to be among the least effective DUI countermeasures. Most importantly, there are four major initiatives which offer the potential for large-scale reductions in alcohol-impaired driving, including new pharmaceutical treatments (naltrexone), increased alcoholic beverage control, reducing the contribution of on-premise drinking to the DUI problem, as well as prevention

efforts focused on youth. There continues to be strong public support for anti-DUI efforts, including the raising of alcohol taxes, provided the funds are used against drunk driving. In general, prevention efforts, as opposed to further increased punishments, are seen as having a greater potential for future reductions in the incidence of DUI.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

This report led to the introduction of several legislative bills and project initiatives (including a California Office of Traffic Safety-funded planning grant on the use of naltrexone in conjunction with existing DUI offender treatment programs), and received national and international attention as a compendium of recent research evidence on the effectiveness of alternative DUI countermeasures.

SUPPLEMENTARY INFORMATION:

None

TITLE: Annual Report of the California DUI Management Information System

AUTHORS

<u>1992 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 1992 <u>REPORT NUMBER:</u> 134 <u>NTIS NUMBER:</u> PB92-167295
<u>1993 Report:</u>	Helen N. Tashima, Leonard A. Marowitz, David J. DeYoung & Clifford J. Helander	<u>DATE:</u> January 1993 <u>REPORT NUMBER:</u> 138 <u>NTIS NUMBER:</u> PB93-174340
<u>1994 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 1994 <u>REPORT NUMBER:</u> 143 <u>NTIS NUMBER:</u> None
<u>1995 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 1995 <u>REPORT NUMBER:</u> 145 <u>NTIS NUMBER:</u> PB95-220737
<u>1996 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 1996 <u>REPORT NUMBER:</u> 159 <u>NTIS NUMBER:</u> PB96-165451
<u>1997 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 1997 <u>REPORT NUMBER:</u> 165 <u>NTIS NUMBER:</u> PB97-146922
<u>1998 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 1998 <u>REPORT NUMBER:</u> 169 <u>NTIS NUMBER:</u> PB98-137656

<u>1999 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 1999 <u>REPORT NUMBER:</u> 179 <u>NTIS NUMBER:</u> PB99-140816
<u>2000 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 2000 <u>REPORT NUMBER:</u> 185 <u>NTIS NUMBER:</u> None
<u>2001 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 2001 <u>REPORT NUMBER:</u> 188 <u>NTIS NUMBER:</u> PB2001-105951
<u>2002 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 2002 <u>REPORT NUMBER:</u> 191 <u>NTIS NUMBER:</u> PB2002-105457
<u>2003 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 2003 <u>REPORT NUMBER:</u> 198 <u>NTIS NUMBER:</u> PB2003-104544
<u>2004 Report:</u>	Helen N. Tashima & Clifford J. Helander	<u>DATE:</u> January 2004 <u>REPORT NUMBER:</u> 206 <u>NTIS NUMBER:</u> None

FUNDING SOURCE: Legislative Appropriation/Departmental Budget

PROJECT OBJECTIVE:

To establish and maintain a DUI data and monitoring system, to evaluate the efficacy of intervention programs for persons convicted of DUI, to provide accurate and up-to-date comprehensive statistics and to provide an annual report of these findings to the Legislature.

SUMMARY:

For each annual report, DUI-related data from diverse statewide sources were collected, combined and crosstabulated to produce statewide, county and court-specific information on DUI arrests, convictions, court sanctions, administrative actions, and alcohol-involved accidents. The effectiveness of alternative DUI sanctions was evaluated in terms of the post-conviction driving records of convicted DUI offenders.

Highlights from the data collected through 1999 and included in the first ten annual reports showed the following: 1) DUI arrests increased by 188 in 1999 (less than 1%), only the second annual increase of the decade, 2) alcohol-involved fatalities increased by 9.1% in 1999, the first increase in over a decade, 3) the number of persons injured in alcohol-involved accidents declined by 53.3% over the past 11 years, 4) the average blood alcohol concentration (BAC) of convicted DUI offenders declined from .176% in 1989 to .163% in 1998, but is still more than double the California illegal per se BAC limit of .08%, and 5) the DUI conviction rate (convictions/arrests) increased from 67% in 1989 to an estimated 75% in 1999.

Each annual report also presents results from the sanction effectiveness analyses on postconviction accidents and DUI incidents for first and second offenders. A brief summary of these findings is presented below:

- Alcohol treatment, in conjunction with license restriction, continued to be the most effective postconviction sanction in reducing subsequent DUI incidents among DUI offenders.
- One-year recidivism rates for all first-offender sanction groups declined noticeably from 1990 to 1998, with reductions in DUI reoffenses of 47.5% for the suspended group, 42.0% for the jail group, and 23.6% for the combined first-offender DUI treatment groups.
- A similar decline is evident in the one-year reoffense rates for the second-offender sanction groups, with recidivism decreasing (from 1990 to 1998) by 33.0% for the suspended group, 33.5% for the SB 38/license restriction group, and 29.1% for the "other" group.
- Contrary to last year's findings, second offenders assigned to ignition interlock, in addition to license suspension and alcohol treatment, showed a significantly lower 1-year DUI incident rate than other sanction groups. Given the cost of interlock, however, the possibility of a self-selection bias must be considered. Also, the effects of interlock did not appear in the 3-year follow-up.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

Not applicable; the report does not offer recommendations. However the report has resulted in system improvements

SUPPLEMENTARY INFORMATION:

This report was legislatively mandated by Assembly Bill 757 - Friedman (Chapter 450, 1989). Early developmental efforts, which preceded the legislative mandate, were funded by the National Highway Traffic Safety Administration (NHTSA) through a grant administered by the California Office of Traffic Safety (see Report #121).

A preliminary paper on the development of the reporting system was presented at the International Symposium on *Problems with DWI Arrests, Convictions and Sentencing*, Santa Monica, California, May 30 - June 2, 1991. This paper was published in 1992, *Alcohol, Drugs and Driving*, 8(1), (Peck, R. C., Development of a Statewide DUI Statistical Tracking System).

The 1993 special module on nonconvicted DUI arrestees resulted in legislative and policy initiatives to improve the tracking and reporting of DUI arrests, convictions, and other case-terminating events.

This series of reports has received widespread acceptance, acclaim, and publicity (including coverage on CNN television), and was used by NHTSA in the development of a national model DUI data reporting system.